





## Intimations.

## DAKIN, CRICKSHANK &amp; COMPANY, LIMITED.

VICTORIA DISPENSARY.

**FIRST-CLASS DISPENSING** at prices that will bear comparison with first-rate pharmacies at home.

Every care is taken to ensure prompt despatch; all Drugs and Chemicals used are guaranteed to be of the finest quality, and all the Europeans in the firm are qualified by British examination.

**PATENT MEDICINES, INVALIDS' REQUISITES, SURGICAL APPLIANCES, &c., &c., at Current Rates.**

**SPONGES, PERFUMERY, TOILET REQUISITES.**

The Dispensary is open from 7 A.M. to 7.30 P.M. on WEEK DAYS and from 10 A.M. to 6 P.M. on SUNDAYS, but Medicine may be obtained at any hour, day or night.

Any Complaints should be addressed to the MANAGER.

Hongkong, 17th August, 1894.

## A. S. WATSON &amp; CO., LIMITED.



Ex S.S. "ADEN"

We have Received our First Shipment of

## VEGETABLE &amp; FLOWER SEEDS.

SEASON 1894-95.

The SEEDS will be OPENED OUT as soon as the weather sets fine, and in the meantime orders will be booked for execution in the sequence in which they are received as long as the supply lasts.

## SEED LISTS

HINTS FOR GARDENING have been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in fine weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

## CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally: It supplies natural nourishment to the soil, and assists the process of assimilation, thereby adding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...\$1.75  
25 lbs. " " \$4.50  
Directions for Use are given on the Label.

## RANSOME'S "NEW PARS"

**LAWN MOWERS.**  
The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

Hongkong, 20th August, 1894.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 30, 1894.

## TELEGRAMS.

## BRITISH NEUTRALITY.

LONDON, August 29th.  
The steamship *Islam*, which was detained by the British Government under the neutrality laws at Glasgow, has been released upon the Japanese Minister giving a pledge that she is not intended for a warship.

## THE CHINA-JAPAN WAR.

The Japanese army has been driven back to Kalsong (about 40 miles north of Seoul) with heavy loss.

## THE DUTCH IN LOMBOK.

The disaster at Lombok is confirmed. The Dutch loss was 23 officers and four hundred men. Reinforcements have been sent.

## LOCAL AND GENERAL.

It is estimated that there are over half a million Presbyterians in the Australasian colonies.

MR. TAMPLIN, late chief officer and one of the survivors of the ill-fated *Kowshing*, left for home to-day in the English mail.

THE Kowloon City and Sam-sui-po gambling "hells" have again been closed by order of the Viceroy of the Liang Kuang.

We hold over a graphic *exposé* of a local hair-raising missionary scandal until to-morrow, when we shall have time to do the professional palm-smelling crowd full justice.

THE new "Vic" situated at No. 9, Queen's Road Central, will be in full swing on Saturday, the 1st prox., under the distinctly popular management of Messrs. Madar and W. Farmer.

COMPARATIVE experiments made with brass and phosphor bronze are said to demonstrate the fact that, while the ultimate strength of the former is from 18,000 to 22,000 pounds per square inch, that of phosphor bronze is 45,000 pounds per square inch.

CAPT. C. F. Denny, late commander of the P. & O. steamer *Gwalior*, left for England to-day by the *Sarat*. Capt. Outerbridge, of the China Navigation Co.'s steamer *Kowshing*, also left for home by the same steamer to bring out to the East a new vessel for the C. N. Co.

THE tunnels of the world are estimated to number about 1,142, with a total length of 514 miles. There are about 1,000 railroad tunnels, 12 aqueduct tunnels, 90 canal tunnels and 40 conduit tunnels, with aggregated lengths of about 450 miles, 9 miles, 70 miles and 85 miles respectively.

Fiji, remarks *Sydney Bulletin*, is coming along nicely. There are now 5,270 coolies there and they have over £14,000 in the bank among them. There are also something like 70 whites there without employment and hungry for a crust. And there are also hundreds of others working for £5 a year and living as meanly as the coolies do.

WHAT would that doughty old monarch Henry VIII. say to this era of women's clubs lecturing, and dozens of other unwomanly customs and pursuits? In 1547 Henry, who had a pretty considerable experience of married life, issued an edict commanding that "women should not meet together to babble and talk, and that all men should keep their wives in their houses."

ACTING INSPECTOR BAKER and a party of police effected an entrance into a gambling den in Wa-on Lane last night, and captured six rotaries of *fan-tan*. They appeared at the Police Court this morning, and in default of a fine of \$10 each, went "aloft" for one calendar month. Inspector Mann made a similar raid at Sha-ki-wan last night, "bagging" six coolies. The couprier was fined \$3; and the other five \$7 each.

A few interesting notes on books. d printing in the olden time:—  
In 1274 a very finely written Bible was sold for 50 marks—about \$170.

In 1827 books were printed in raised characters for the use of the blind.

Ancient books were sometimes written on slabs of wood, ivory or metal.

The first book printed in America is said to be an almanac at Boston, in 1639.

The first book to have its leaves numbered was "Esop's Fables," printed by Caxton in 1484.

In B.C. 407 the price of wooden account books for merchants' use was a drachma each—about 18 cents.

Earthenware bricks or tiles, with characters engraved or stamped on them, were undoubtedly the first books.

THE performance of the White Star steamer *Majestic* during one of her recent passages from New York, says the *Nautical Magazine*, showed in a curious and interesting manner how little influence a head wind and sea, short of an actual gale, has in bringing down the speed of vessels of her class, possessed of great tonnage and power. It goes to prove also that in a ship carrying no square sail, a fair wind and sea is of much less advantage than are the same conditions from ahead. Less than 20 years ago, when 14 knots was considered fast work, a fresh breeze from ahead very quickly brought down the speed two knots in square-rigged ships like the *Adriatic* or the *Canard* liner *Bohnia*. In one of her runs eastward, the log of the *Majestic* records a handsome day's work of 474 miles with a "fresh breeze from the east," but on the day following the big ship did not do more than 455 miles with "a strong wind and rough sea from S.W. to W.S.W." or nearly right aft. With "a strong to hard gale and heavy westerly sea" the next day's work is reduced to 452 miles, less than when wind and sea were ahead. Certain differences of this nature were observable in the *Germanic* and *Britannic* 15 years ago, when the best runs were done in moderate beam winds, but not nearly to the same extent as in the more powerful *Majestic* and her sister ship.

## THE SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. H. May (Captain Superintendent of Police) presided, and there were also present Dr. C. B. Ayres (Colonial Surgeon), Mr. W. Chatham (Acting Director of Public Works), Dr. James, Dr. Ho Kai, Dr. Hartigan, Mr. R. K. Leigh, Mr. J. J. Francis, Q.C., Mr. Lau Wai Chune, and Mr. E. A. Ram (Secretary).

THE minutes of the last meeting were read and confirmed.

THE NEW CENTRAL MARKET.

The report of the sub-committee appointed at the last meeting to draft a reply to the Acting Colonial Secretary's letter submitting plans of the new Central Market and asking the opinion of the Board on the proposed lateral extension of the place, was laid on the table. In the Committee express their regret that the question was not referred to the Board at an earlier date, so as several points Mr. W. Chatham of the P. W. D. (whom the Committee had examined) seemed to think it too late to make any alterations, and they called the Government's attention to the fact that in Mr. Hugh McCullough's letter to the Colonial Secretary dated 15th April, 1894, it was requested that the plans in question might be submitted for the consideration of the Board, and again on the 10th February, 1891, in reply to some questions of the Surveyor-General the plans were again asked for but did not appear to the Committee to have been submitted to the Board till now. The report then goes on to point out several glaring defects: The wood-work is condemned and it is proposed that galvanised iron shall be used as stall partitions in its stead; the gutters are too narrow and the drain pipes too small; no proper provision made for getting rid of market refuse; instead of using wood blocks in the fish stalls non-absorbent material should be used; spacious fresh-water tanks for fresh fish have been completely overlooked; the gates have been swung the wrong way; the ground floor is not properly ventilated; no

provision has been made for the supply of water in the stalls; the gutters are washed occasionally with a mixture of Jeyes' fluid and water, but only some material described as "Oxum Packing" is added to the floors to give it value as a disinfectant.

Several times during the epidemic these latrines were not cleaned out as regularly as they ought to have been. This is not to be wondered at considering the scarcity of labour.

Plague strikes coolies must have visited the latrines and each coolie must have been a prolific breeding ground for the poison.

There is practically no disinfection of floors in the latrines.

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There is here a favourable opportunity for being attacked, as all the three most usual methods of infection, inculcation, respiration and entrance by alimentary canal may readily occur.

Not only this, but from the statistics and facts at present at my disposal I consider that these latrines were a source of infection to houses round about them, so that it was not necessary for the people to go into the latrines to get the disease, it was probably borne by the air as well to neighbouring houses.

The fact of infection of persons in these latrines is evident.

There is a licensed private latrine at 113 Second Street. At a casual glance the shut up houses all around bear eloquent testimony to what I write. Round this latrine there is a scaly a house in this street at present occupied.

In Central Street at the corner of Third Street there is a latrine. On passing into Third Street to the South, numerous houses are shut up and several cases have occurred in neighbouring houses.

At 82, First Street there is a latrine with an entrance at 91, Second Street. A very large number of cases occurred round about.

Around several other latrines numerous cases occurred, but in some of these instances it is difficult to prove that the severity of the epidemic was localised on account of the large number of cases which occurred in almost every house.

Shuey Fung Lane, off Second Street, and opposite to No. 91 of that street, is practically shut up. The mortality here was very great. The inhabitants were principally night soil coolies and almost all died. The occupants of houses in Third Street adjoining this were also seriously attacked.

I might mention that there is a latrine, no doubt well-known to Sanitary authorities, in Central Street market and three yards distant from it a large quantity of meat is often hanging for hours.

The two questions (I) was there infection of coolies in the latrines? and (II) was there infection of the neighbourhood round about must go hand in hand seeing that so many of the inhabitants use the latrine. It must be remembered however that women and children do not patronise these institutions much, and as large numbers of these have died I think it must be considered notwithstanding the fact that personal contact may cause infection, that both these questions should be answered in the affirmative. If not why should not all parts of these streets be equally affected if other things are equal? I would ask you to inspect the latrines personally and see that my statements as to want of air and visiting them to the toilet are correct. When I find few to the toilet have not seen a gran of lime or a drop of carbolic acid or any other disinfectant used to treat the excreta, and from what I learned by cross examination of attendants it is only by the merest chance that Jeyes' fluid ever finds its way into the soil pan.

Full statistics such as I understand Mr. May has, would help very much to arrive at an accurate result.

I would suggest that some one with a little spare time should plot out the figures of the plague or a map of the City, and then the latrines should be inserted. This may go to prove what I have indicated above, which I think is only to be expected. Of course where so many cases have occurred in the infected areas it would be unwise to lay this down as absolute; it is only from what I have particularly noticed to the west of the Civil Hospital. There are a few exceptions with regard to the spread of disease by latrines and some houses of the kind have escaped in a remarkable manner possibly owing to some trade peculiarity &c., but with full statistics it may be found that even these which apparently have had no case have really been infected or more probably still their inhabitants had gone for a change to the country.

It is in His Excellency's desire to have further details I shall be glad to furnish them if I can.

In conclusion please bear in mind that I do not say this is the sole cause of spread of plague—it is one cause and one that ought to be remedied at once in case we have another outbreak in the near future.

I have, etc.,

J. A. LOWSON,  
Act. Supt. G. C. H.

## INSPECTION OF HOUSE DRAINS.

The chairman stated that a letter had been received from the Colonial Secretary settling forth that the necessary powers for the inspection of all house drains will be conferred on the Board by an Ordinance to amend the *Public Health Ordinance*, which will be discussed in the Legislative Council at an early date.

## THE BUCKETS' NUISANCE.

The sub-committee appointed to report on the Conservancy methods urged, in their report, that the bucket system should be continued, but on somewhat different lines from that followed hitherto. The coolies engaged in the removal of night soil are to be prohibited from carrying their evil-smelling loads through the streets after 6.30 a.m., and better buckets, for the procurement of which the Government has granted \$2,500, are to be used in future.

## REPORTS, PAPERS, &amp;c.

The following special reports, letters, &c., were laid on the table:—  
Report by a Committee of the Board upon the Mortality Statistics; Report by a Committee of the Board upon the revision of the Standing Orders; Mortality returns for weeks ended the 18th and 25th August, 1894; Letter from the Colonial Secretary enclosing a joint report by the Government Analysts on the subject of disinfection work carried on in connection with the plague; Letter from the Colonial Secretary requesting to be supplied with draft of the conditions to be fulfilled by the lessees of the new Sheep and Pig Depots; Letter from the Colonial Secretary upon the subject of public laundry work in the Colony; Letter from the Colonial Secretary concerning the staff of watchmen at the new Sheep and Pig Depots; Surveyor's report upon the conditions of drains of houses in connection with the Ice House Lane storm-water drain. "The Globe Hotel" Nos. 1 to 6, Pak-Tze Lane, No. 22, China Road, drains; Further report by the Colonial Veterinary Surgeon upon the subject of the importation of fresh meat; Applications for new licences and for renewal of licences to keep cattle and swine; Correspondence concerning the working of the drainage by-laws; Letter from the Secretary of the Gas Company concerning drainage arrangements of their premises.

## OUR MEAT SUPPLY.

A letter from the Colonial Veterinary Surgeon was read in which the writer urged the Board to frame bye-laws to prevent the import of fresh meat from the provinces of Kwangtung and Kweichow, and to the only safeguard against the sale of inferior meat in the markets is to allow no meat to be sold in the colony that has not been inspected in Government Slaughter Houses in the usual way.

## THE MANAGEMENT OF THE TUNG WAN HOSPITAL.

In the course of the discussion that took place in reference to the mortality statistics of the (which we hold over till to-morrow) Dr. Ayres stated that the







## The Share Market.

| LATEST QUOTATIONS.  |                       |
|---|-----------------------|
| Hongkong and Shanghai Bank—92 per cent, prem. sellers.                      |                       |
| The National Bank of China, Ltd.—on £8.0.0. paid up, \$74, sellers.         |                       |
| The National Bank of China, Ltd.—Founders' shares nominal.                  |                       |
| The Bank of China, Japan & the Straits, Ltd.—nominal.                       |                       |
| The Bank of China, Japan & the Straits, Ltd.—Founders' shares—£5, buyers.   |                       |
| CHINESE LOANS.  |                       |
| Chinese Imperial Loan of 1886 E—11 per cent, premium.                       |                       |
| MARINE INSURANCES.  |                       |
| Union Insurance Society—Canton—\$125 per share, buyers.                     |                       |
| China Trade Insurance Company—\$64 per share, buyers.                       |                       |
| North China Insurance—Tis. 167 per share, buyers.                           |                       |
| Canton Insurance Company, Limited—\$140 per share, buyers.                  |                       |
| Yangtze Insurance Association—\$71, buyers.                                 |                       |
| On Tai Insurance Company, Limited—Tis. 15 per share.                        |                       |
| The Straits Insurance Co., Ltd.—\$18 per share, buyers.                     |                       |
| FIRE INSURANCES.  |                       |
| Hongkong Fire Insurance Company—\$180 per share, buyers.                    |                       |
| China Fire Insurance Company—\$79 per share, sellers.                       |                       |
| The Straits Fire Insurance Co., Ltd., \$21 per share, sellers.              |                       |
| SHIPPING.   |                       |
| Hongkong, Canton, and Macao Steamboat Co.—\$61 per share, buyers.           |                       |
| China and Mainland Steam Ship Company—\$67, buyers.                         |                       |
| Indo China Steam Navigation Company, Limited—\$17, sales and buyers.        |                       |
| Douglas Steamship Company—\$51, buyers.                                     |                       |
| China Mutual Shippers Co., Ltd.—(Preference)—\$6 per share, nominal.        |                       |
| China Mutual Shippers Co., Ltd.—(Ordinary)—\$1 per share, nominal.          |                       |
| REFINERIES.   |                       |
| China Sugar Refining Company, Limited—\$156 per share, ex div. sellers.     |                       |
| Luzon Sugar Refining Company, Limited—\$48, buyers.                         |                       |
| MINING.   |                       |
| Panlong Mining Co.—(Ordinary)—\$6 per share, sellers.                       |                       |
| Panlong Mining Co.—(Preference)—\$170 per share, buyers.                    |                       |
| The Kowloon Gold Mining Co., Limited—\$5 per share, sellers.                |                       |
| The New Himalayan Gold Mining Co., Limited—\$180 per share, sellers.        |                       |
| Société Française des Charbonnages du Tonkin—\$70 per share, sellers.       |                       |
| The Indo-China Mining and Trading Co., Limited—\$6, sellers.                |                       |
| DOCKS, WHARVES AND GODOWNS.   |                       |
| Hongkong and Whampoa Dock Company—77 per cent premium, buyers.              |                       |
| Geo. Fenwick & Co., Limited—\$21 per share, buyers.                         |                       |
| Hongkong and Kowloon Wharf and Godown Company—\$37 per share, buyers.       |                       |
| Wanchai Warehouse Co., Ltd.—\$40 per share, sellers.                        |                       |
| HOTELS.   |                       |
| Hongkong Hotel Company—\$11 per share, sellers.                             |                       |
| Hongkong Hotel Co.'s Six per cent, Debentures \$501.                        |                       |
| The Shamshien Hotel Co., Limited—nominal.                                   |                       |
| LANDS AND BUILDING.   |                       |
| The Kowloon Land Investment Co., Limited—\$10 per share, sales and sellers. |                       |
| The Hongkong Land Investment Co., Limited—\$51, buyers.                     |                       |
| The West Island Buildings Co., Limited—\$20 per share, buyers.              |                       |
| Humphreys' Estate and Finance Co., Ltd.—\$14 per share, sellers.            |                       |
| DISPENSARIES.   |                       |
| A. S. Watson & Co., Limited—\$10.30, sellers.                               |                       |
| Dakin, Crutchfield & Co., Limited—\$12 per share, buyers.                   |                       |
| MISCELLANEOUS.  |                       |
| Hongkong Dairy Farm Co., Limited—\$6 per share, sellers.                    |                       |
| H. G. Brown & Co., Limited—\$4 per share, buyers.                           |                       |
| Hongkong Rope Manufacturing Company, Limited—\$107 per share, buyers.       |                       |
| Hongkong Gas Company—\$75 per share, buyers.                                |                       |
| Hongkong Ice Company—\$78 per share, sellers.                               |                       |
| Hongkong and China Bakery Company, Limited—\$40 per share, sellers.         |                       |
| The Hongkong Brick and Cement Co., Limited—\$4 per share, buyers.           |                       |
| The Green Island Cement Co.—\$51, buyers.                                   |                       |
| The Hongkong Electric Light Co., Limited—\$47.50, buyers.                   |                       |
| The Hongkong High-Level Tramway Co., Limited—\$90, buyers.                  |                       |
| Campbell, Moore & Co., Ltd.—\$2 per share.                                  |                       |
| EXCHANGE.   |                       |
| On London—Bank T. T. .... 2/2   |                       |
| Bank Bill, on demand ..... 2/2  |                       |
| Bank Bill, at 4 months' sight ..... 2/2                                     |                       |
| Credits at 4 months' sight ..... 2/3  |                       |
| Documentary Bills, at 4 months' sight ..... 2/3                             |                       |
| On Paris—Bank Bills, on demand ..... 2.79                                   |                       |
| Credits, at 4 months' sight ..... 2.85                                      |                       |
| On India—T. T. .... 191   |                       |
| On Demand ..... 191   |                       |
| On Shanghai—Bank T. T. .... 73  |                       |
| Private, 30 days' sight ..... 74  |                       |
| Sovereigns (Bank's buying rate) ..... 88.80                                 |                       |
| Silver (per oz.) ..... 308  |                       |
| VISITORS AT THE HONGKONG HOTEL.   |                       |
| Mr. J. Bataha.  | Mr. C. E. Mehta.      |
| Rev. S. A. Baylee.  | Mr. T. Mitchell.      |
| Capt. J. C. Broadhurst.   | Mr. Oscar Noodt.      |
| Captain R. Crawford.  | Mr. A. C. H. Potts.   |
| Mr. T. B. Cunningham.   | Mr. C. Rombach.       |
| Dr. V. Denenberg.   | Mr. F. E. Shean.      |
| Mr. W. A. Duff.   | Mr. T. Tatlock.       |
| Mr. J. J. East.   | Capt. & Mrs. Weisman. |
| Mr. J. T. Egan.   | Mr. R. G. Wetton.     |
| Mr. S. H. Hargreaves.   | Mr. G. H. Wheeler.    |
| Mr. H. Knecht.  | Mr. W. Whitley.       |
| Mr. R. Lyle.  |                       |

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
The Messageries Maritimes Co.'s steamer *Melbourne*, with the outward French mail, left Singapore on the 29th instant at 5 a.m., and may be expected here on the 5th proximo.

**THE AMERICAN MAIL.**  
The O. & S. Co.'s steamer *Gaelic*, with mails, &c., from San Francisco on the 7th instant, left Nagasaki on the 28th instant at 4 a.m., and may be expected here on the 1st proximo.

The P. M. S. & Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, on the 16th instant.

## THE INDIAN MAIL.

The Indo-China steamer *Wingang*, from Calcutta and Straits, left Singapore on the 26th instant, and may be expected here on the 1st proximo.

## THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* left Vancouver on the 28th instant for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

## STEAMERS EXPECTED.

The steamer *Stratheden* left Singapore on the 24th instant, and may be expected here tomorrow.

The steamer *Arroyo* left Singapore on the 27th instant, and may be expected here on the 3rd proximo.

The steamer *Argyll* left Singapore on the 28th instant, and may be expected here on the 3rd proximo.

## Shipping.

## ARRIVALS.

**ETHIOPE**, British steamer, 1,005, P. J. Miles, 29th August—Kutchinow 24th August, Coal—Mitsui Bussan Kaisha.

**FORIKEN**, British steamer, 509, W. J. Davis, 30th August—Tamsui 26th August, Amoy 27th, and Swatow 29th, General—D. Laprak & Co.

**DAPINK**, German steamer, 1,206, J. Voss, 30th August—Hyogo 23rd August, General—Siemens & Co.

**CHOVSANG**, British steamer, 1,104, R. C. D. Bradley, 30th August—Canton 23rd August, General—Jardine, Matheson & Co.

**CHINA**, German steamer, 1,113, P. Voss, 30th August—Mojil 24th August, Coal—Melchers & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
*Lyce-moon*, German steamer, for Shanghai.  
*Declina*, German steamer, for Kaban.  
*Stratheden*, British steamer, for Swatow.  
*Catherine Apar*, British str., for Singapore, &c.  
*Lyderhorn*, Norwegian str., for Singapore.

## DEPARTURES.

August 29, *Lokang*, British str., for Canton.  
August 30, *Abulna*, German str., for Hothow.  
August 30, *Lennox*, British str., for Kobe, &c.  
August 30, *Sithan*, British str., for Swatow.  
August 30, *Lyderhorn*, Norwegian steamer, for Singapore.  
August 30, *Choyang*, British str., for Shanghai.  
August 30, *Gera*, German str., for Shanghai.  
August 31, *Sural*, British steamer, for Singapore and London.  
August 30, *Catherine Apar*, British steamer, for Singapore, &c.  
August 30, *Namon*, British str., for Swatow, &c.  
August 30, *Glenash*, British str., for Shanghai.  
August 30, *Lyce-moon*, German steamer, for Shanghai.

## PASSENGERS—ARRIVED.

Per *Fokien*, from Tamsui, &c.—Captain Andersen, Mr. E. Scheele, Miss Andrews, and 35 Chinese.  
Per *Daphne*, from Hyogo—Messrs. H. von Lewinski, E. Minding, and E. Jossansen.  
Per *China*, from Mojil—26 Chinese.

## DEPARTED.

Per *Sural*, from Hongkong for Bombay—Dr. M. M. Gini and Colonel W. B. Williams, for London—Mr. and Mrs. J. Jones, and Captain Outerbridge. From Shanghai for Colombo—Mr. E. A. Christoffels. For London—Messrs. L. H. Temple, J. Mellor, W. Waters, and J. Gillan. R.N. From Yokohama for Penang—Mr. A. R. Adams. From Kobe for Bombay—Captain C. F. Denny, Messrs. H. C. W. Vale, L. Pennington, D. McAdam, H. A. Daniels, J. C. Dyer, H. S. Wilson, and G. Willson.

## REPORTS.

The British steamship *Ethiope* reports that she left Kutchinow on the 24th instant, and had fine weather throughout.

The British steamship *Fokien* reports that she left Tamsui on the 26th instant, Amoy on the 27th, and Swatow on the 29th. From Tamsui to Amoy had moderate south-west winds and fine clear weather. From Amoy to Swatow had light south-westerly winds and considerable ground swell with fine weather. From Swatow to port had light west-south-west winds and smooth sea with fine weather.

## Post Office.

## A MAIL WILL CLOSE—

For Kaban—Per *Declina* to-morrow, the 31st instant, at 7.30 A.M.  
For Bangkok, London, and Hamburg—Per *Carmarthen* to-morrow, the 31st instant, at 11.30 A.M.  
For Nagasaki, Kobe, and Yokohama—Per *Flinders* to-morrow, the 31st instant, at 11.30 P.M.  
For Singapore—Per *Daphne* to-morrow, the 31st instant, at 3.30 P.M.  
For Delagoa Bay, Port Natal, East London, Port Elizabeth, and Cape Town—Per *Crown of Arragon* to-morrow, the 31st instant, at 3.30 P.M.  
For Straits and London—Per *Alderley* to-morrow, the 31st instant, at 5 P.M.  
For Batavia, Samarang and Sourabaya—Per *Shantung* to-morrow, the 31st instant, at 5 P.M.

## SHIPPING IN HONGKONG

**STEAMERS.**  
**AGNES**, French steamer, 290—Geo. R. Stevens.  
**ANCONA**, British steamer, 1,888, W. D. Mudie, 27th August—Yokohama 18th August, Malle and General—P. & O. S. N. Co.  
**ARIAXI MARU**, Japanese steamer, 2,830, Hallstrom, 28th July—Kutchinow 21st July, Coals—Mitsui Bussan Kaisha.  
**ASWANLY**, British steamer, 2,293, Murray, 26th August—Singapore 20th August, General—Order.  
**BORIMDA**, Italian steamer, 1,499, De N. Emilio, 26th August—Bombay 9th August, and Singapore 20th, General—Carlini & Co.  
**CARMARTHENSHIRE**, British steamer, 1,748, D. Davis, 29th August—Shanghai 26th August, General—Dodwell, Carlini & Co.  
**CROWN OF ARAGON**, British steamer, 1,485, Dorward, 28th August—Fochow 19th August, Tea—Gillman & Co.  
**DECLINA**, German steamer, 1,126, C. Christensen, 29th August—Saligon 21st August, Rice—Siemens & Co.  
**EMPRESS OF INDIA**, British steamer, 3,003, O. P. Marshall, R.N.R., 28th August—Vancouver, via Yokohama, Kobe, Nagasaki, and Shanghai 26th August, General—Canadian Pacific Railway Co.  
**E-SAGO**, British steamer, 1,177, Geo. Payne, 29th August—Saligon 21st August, Rice and General—Jardine, Matheson & Co.  
**FAME**, British steamer, 117, Captain Stepan, Hongkong and Whampoa Dock Co.'s tug.

## HONGKONG—STEAMERS.

## (Continued.)

**FRILING**, British steamer, 752, W. G. G. Leask, 28th August—Kutchinow 22nd August, Coals—Mitsui Bussan Kaisha.  
**FURUM**, Chinese steamer, 1,501, W. H. Lust, 27th July—Canton 27th July, General—C. M. S. N. Co.  
**HUPKIN**, British steamer, 1,848, Quill, 28th August—Samarang 19th August, Sugar—Butterfield & Swire.  
**IRENE**, British steamer, 826, Henry Webber, 21st August—Fochow 19th August, Vegetable—Wilder & Co.  
**JAPAN**, British steamer, 2,705, V. W. Hall, 26th August—London 13th July, and Singapore 20th August, General—P. & O. S. N. Co.  
**MACHEW**, British steamer, 1,040, Geo. Anderson, 28th August—Glasgow 5th July, Cardiff 14th, Port Said 28th, and Perang 17th August, Coal and General—Butterfield & Swire.  
**MONKUT**, British steamer, 859, C. Stenham, 27th August—Bangkok 20th August, Rice and General—Yuen Fat Hong.  
**NURNBERG**, German steamer, 2,007, H. Walter, 25th August—Yokohama 14th August, via Kobe, Nagasaki, and Fochow 23rd, Malle and General—Melchers & Co.  
**PRATA**, 130, Captain MacIsaac—Hongkong Government Tender.  
**RIO**, German steamer, 1,104, C. H. Davidson, 19th August—Swatow 12th August, General—Wielor & Co.  
**SHANTUNG**, British steamer, 1,535, H. C. D. Frampton, 23rd August—Samarang 15th August, Sugar—Butterfield & Swire.  
**SIAM**, British steamer, 992, J. F. Messer, 28th August—Swatow 27th August, General—Bradley & Co.  
**STRATHEDEN**, British steamer, 1,386, Forsyth, 29th August—Hongkong 22nd August, Coals—Jardine, Matheson & Co.  
**TANALUS**, British steamer, 2,209, Hannah, 29th August—Singapore 23rd August, General—Butterfield & Swire.  
**YUNO-CHING**, Chinese steamer, 760, R. E. Harris, 12th August—Amoy 10th August, General—C. M. S. N. Co.

## SAILING VESSELS.

**BIDSTON H.L.**, British four-masted barque, 2,434, W. J. Jones, 15th August—Shanghai 16th July, Ballast—Siemens & Co.  
**CALES CURTIS**, American schooner, 35, Brake, 5th June—Yao (Caroline Islands) 29th May, General—Order.  
**COMET**, Nicaragua barque, 600, J. Kirk, 26th June—Manila 15th June, Sugar—Shewen & Co.  
**FALLS OF THE LYDE**, British ship, 1,740, Addi en, 15th August—Cardiff 12th May, Coals—Wielor & Co.  
**H. HACKETT**, German bark, 1,249, T. W. H. Hackett, 28th August—Cardiff 8th March, Coals—Melchers & Co.  
**IVY**, American ship, 1,181, Lowell, 26th August—San Francisco 13th June, General—Siemens & Co.  
**JAPAN**, Italian bark, 356, Bartolomeo Guarini, 22nd June—Callao 2nd April, Ballast—Order.  
**KIRBY**, British ship, 916, Wilson, 14th July—Kalgua 28th June, Timber—Gibb, Livingston & Co.  
**LINA**, German bark, 461, Albrecht, 5th August—Albany (W.A.), 13th June, Sandalwood—Jardine, Matheson & Co.  
**SEBASTIAN BACH**, German barque, 823, Hansen, 23rd July—Rajong 9th July, Timber—Wielor & Co.  
**SILVERHORN**, British ship, 1,853, Gibson, 26th July—Shanghai 15th July, General—Shewen & Co.  
**SUSQUEHANNA**, American ship, 2,661, Sewall, 19th July—New York 28th March, Kerosene Oil—Reuter, Brockmann & Co.

## Antimations.

## TRADE MARK.

**CALDBECK, MACGREGOR & CO.**  
**WINE AND SPIRIT MERCHANTS,**  
HONGKONG, SHANGHAI, LONDON AND GLASGOW.  
13, Queen's Road, Hongkong, 24th August, 1894. 907

**J. DENIS, HENRY MOUNIE & CO.**  
**COGNAC.**  
ESTABLISHED 1838.

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Proprietors of large Vineyards and Distilleries.

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M. OPPENHEIMER & Co., Paris, Agents.

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NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.  
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CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
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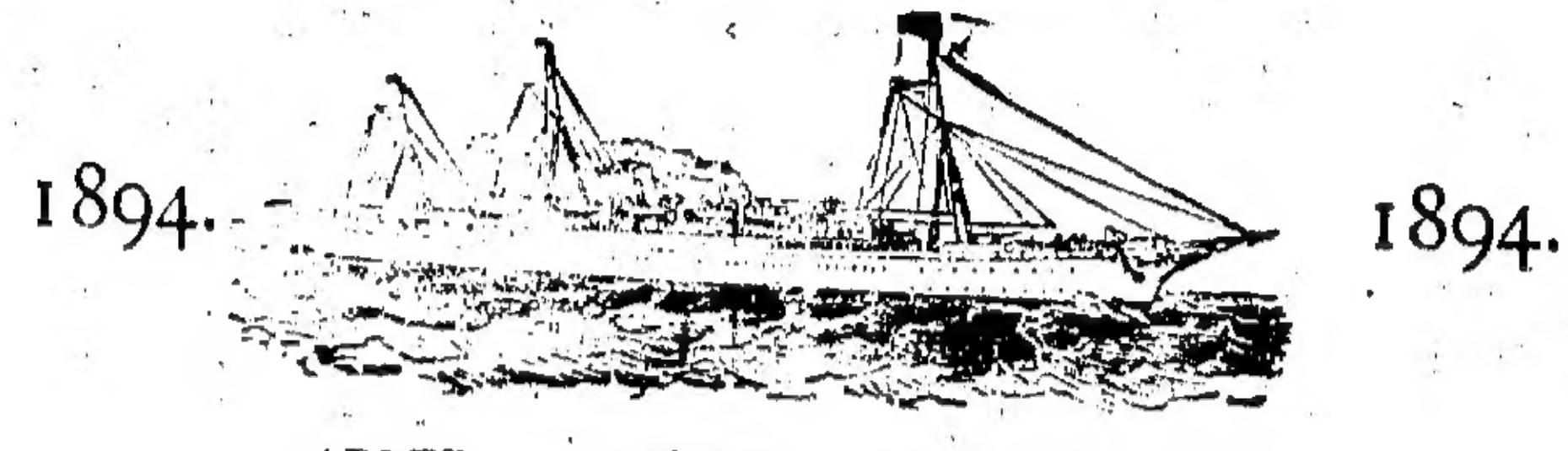
## Intimations.

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**ORIZA-ESS.**  
Sweet and Concentrated Perfumes  
ASSORTED IN ALL SCENTS  
L. LEGRAND'S  
ORIZA PERFUMERY  
Inventor of the GENUINE and accredited preparation ORIZA-OIL  
11, Place de la Madeleine, Paris  
TO BE HAD OF ALL TRUSTWORTHY FIRMS

## Mails

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

**EMPRESS OF INDIA**—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 5th September.  
**EMPRESS OF JAPAN**—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 3rd October.  
**EMPRESS OF CHINA**—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 31st October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and across the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

**SPECIAL RATES** (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

**CIRCULAR PACIFIC TICKETS.** Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

**THE DINING CARS AND MOUNTAIN HOTELS** of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddar's Street.  
Hongkong, 15th August, 1894.

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
*City of Peking* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Wednesday, 19th Sept., at 1 P.M.  
*China* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 2nd October, at 1 P.M.  
*Peru* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, 20th Oct., at 1 P.M.

## THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 19th September, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 29th August, 1894.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
*Gaelic* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 19th Sept., at 1 P.M.  
*Belgit* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Wednesday, 10th Oct., at 1 P.M.  
*Oceanic* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 30th Oct., at 1 P.M.

## THE Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 19th Sept., at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 29th August, 1894.

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES. PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

|          |         |                 |
|----------|---------|-----------------|
| Tacoma   | Tuesday | September 25th. |
| Sikh     | Tuesday | October 16th.   |
| Victoria | Tuesday | November 6th.   |
| Tacoma   | Tuesday | December 12th.  |
| Sikh     | Tuesday | January 1st.    |

## THE Steamship

"TACOMA